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Navigation Improvement Study  
Reconnaissance Report

PRELIMINARY

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**Bar Harbor  
Maine**



**US Army Corps  
of Engineers**  
New England Division

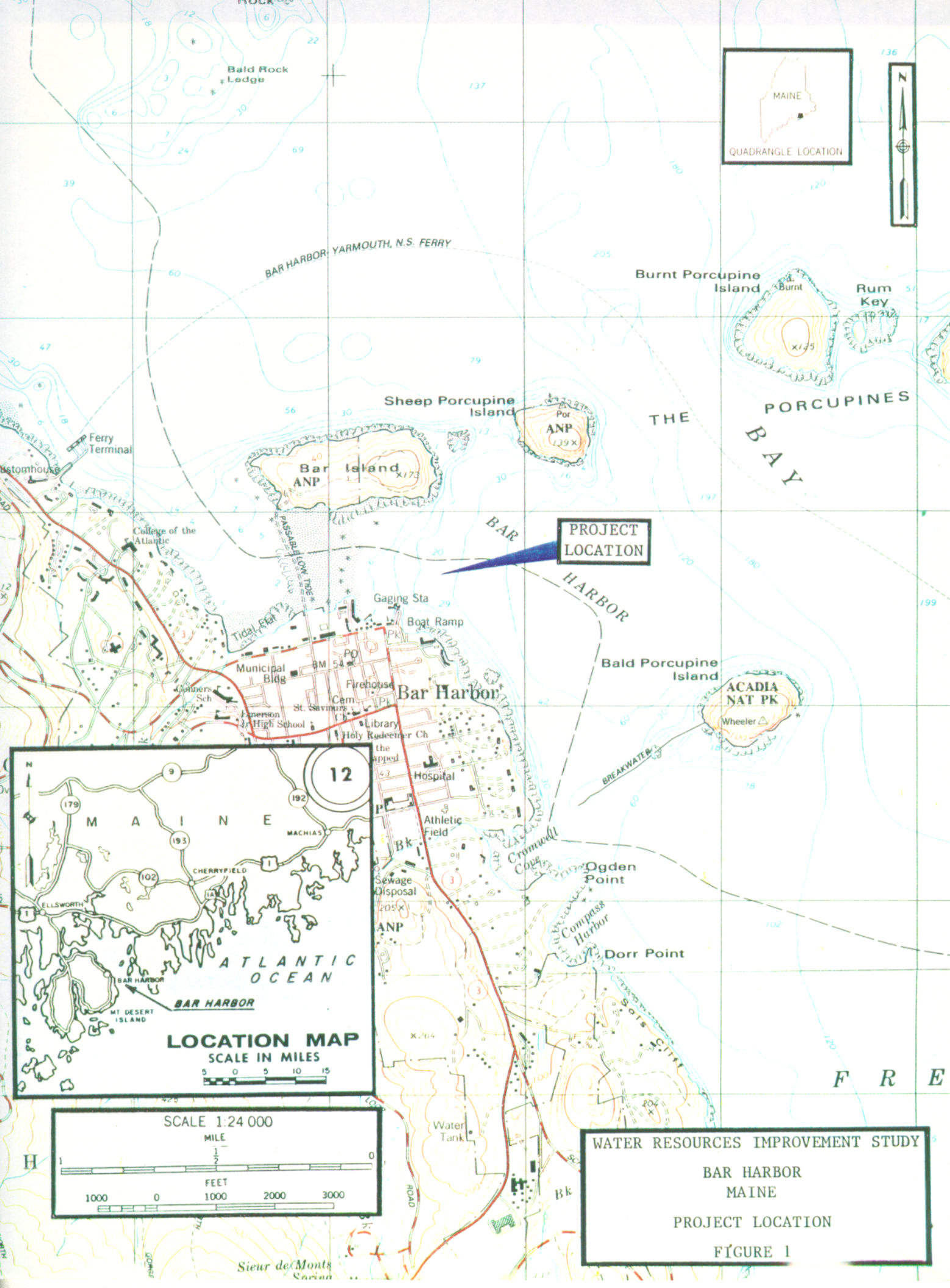
SEP 1987

## SYLLABUS

This Reconnaissance Report was prepared under the authority of Section 107 of the 1960 River and Harbor Act, as amended, for small Navigation Projects. The report examines the feasibility of providing a Federal access channel to the municipal pier at Bar Harbor in the interest of commercial fishing and charter boat activities.

The considered plan at this level of effort involves dredging an access channel 12-feet deep MLW by 100 feet wide to the town pier with a turning basin of the same depth, 150 feet wide in the lee of the pier. Local interest would be responsible for dredging bething areas around the pier to an equivalent depth. For purposes of this analysis disposal was assumed to be at a nearby offshore site.

In view of the favorable benefit-cost ratio of 1.3, the considered plan is recommended as a basis for further study.



CONTINUING AUTHORITIES FACT SHEET  
BAR HARBOR  
PRELIMINARY RECONNAISSANCE

Date: September 1987  
New England Div.

1. Project: Bar Harbor,  
Maine  
CWIS: 87564  
States: Maine  
County: Hancock  
Congressional District: 2nd
2. Authority: Section 107 of the 1960 River and Harbor Act, as amended, for Small Navigation Projects.
3. Location of Study Area: As shown in Figure 1, Bar Harbor is located on Mt. Desert Island, south of the city of Ellsworth and southeast of the city of Bangor. The harbor is located in the upper reaches of Frenchman Bay.
4. Dates of Corps Action: The Study was initiated as an Initial Appraisal on 6 June 1986 in response to a letter from the Bar Harbor Town Manager specifically requesting investigation of the proposed improvements under Section 107 authority, dated 29 May 1986. Copies of this letter and other pertinent correspondence are attached.
5. Problems, Needs and Opportunities Identified: The problems identified by town officials and local interests and substantiated by NED are the following:
  - a) The harbor is protected from prevailing south to north westerlies by Mt. Desert Island and the bar to the west. The existing Corps breakwater at Bald Porcupine Island provides some protection from southeasterlies. Most of the harbor, however, is unprotected from easterly storms and winter northeasters. Easterly storms cause damages to the vessels of the winter fishing fleet and shore facilities.
  - b) The outer reaches of the harbor have good depth but are unprotected with rocky bottoms. Moored and anchored vessels have difficulty holding position in the hard bottom.
  - c) Shoaling in the inner reaches has gradually shifted anchorage east into less protected waters. Tidal access to the town pier and other shore facilities has been reduced for the larger fishing craft.
  - d) A large increase in recreational craft in the past 5 years has crowded the remaining anchorage reducing maneuverability and access for commercial craft. The addition of several new charter vessels has also stressed harbor efficiency.

The local sponsor's perception of need arising from these problems is for dredging an access channel and commercial anchorage in protected waters northwest of the town Pier and/or construction of an inner harbor breakwater east of the pier area.

6. Alternative Plans Considered: The proposal for an inner harbor breakwater was previously studied under Section 107 authority in 1976, and in two prior reports, a 1940 preliminary examination and a 1956 survey report. All were unfavorable as no plan acceptable to the town could be economically justified. As it is unlikely that a breakwater could be justified at this time, only anchorage and channel dredging were examined in detail.

7. Description of Considered Plan: The plan evaluated at this stage involves dredging and declaring an access channel from deep water outside the anchorage area to and behind the town pier. The channel would be 100 feet wide and -12 feet deep MLW. Behind the town pier the channel would be 150 feet wide to serve as both access and a maneuvering/turning area.

The channel was designed to serve all classes of commercial fishing vessels and charter boats now using Bar Harbor. Local interests would be required to dredging berthing area around the outer end of the municipal pier to a depth commensurate with that of the Federal channel.

8. Views of Sponsor: The town of Bar Harbor through its Harbor Management Commission is the study/project sponsor. The considered plan fits the sponsor's needs for harbor protection and is compatible with the local harbor management plan.

9. Views of Federal, State and Regional Agencies: At this limited Preliminary Reconnaissance level, no formal coordination was initiated. Coordination with resource agencies concerning conceptual schemes and agency comments concerning the Collier Pier permit, indicated that vessel access, benthic resources and harbor water quality were the principal concerns inherent in any dredging or breakwater proposal for Bar Harbor.

10. NED PLAN: At this level of effort, the NED Plan is the Considered Plan which is recommended as a basis for further study.

11. Status of NEPA Document: N/A

12. Significant Effects: See Table 1.

13. Implementation Schedule: N/A

14. Supplemental Information: NONE

15. OCE Review: N/A

TABLE I  
BAR HARBOR  
CONTINUING AUTHORITIES FACT SHEET  
PRELIMINARY RECONNAISSANCE

ECONOMIC AND FINANCIAL DATA  
CONSIDERED PLAN  
(RECOMMENDED AS BASIS FOR FURTHER STUDY)

Estimated Implementation Costs:  
(July 1987 price levels)

Federal - Initial           \$297,000  
Federal - Ultimate        Same

U.S. Coast Guard         \$ 8,000

Non-Federal - Initial   \$89,000 + 56,000 (local improvements)

Non-Federal - Ultimate   Same

Economic Data:  
(8 7/8%, 50 year life)

Annual Charges: \$49,000  
(Includes \$7,700 OM&R)  
Federal (OM&R) \$5,850  
Annual Benefits: \$62,000

TOTAL       \$450,000       BCR: 1.3

Non-Federal Requirements: Cash contribution (23%) towards construction.  
Dredging of local berthing areas adjacent to municipal pier to -12 feet at  
estimated cost of \$56,000. 24% of OM&R costs based on recreational component  
of charter boat benefits (8.5%) plus 15.5% for local berthing areas.

Cost Allocation:

	<u>Federal</u>	<u>Non-Federal</u>	<u>Avg Ann. Benefits</u>
Commercial Nav.(90%)	\$278,000	\$69,000	\$56,000
Recreational Nav. (10%)	19,000	20,000	6,000
TOTAL	<u>\$297,000</u>	<u>\$89,000</u>	<u>\$62,000</u>

Allocations to Date:

	<u>Federal</u>	<u>Non-Federal</u>
Reconnaissance	\$7,500	None

Remaining Requirements:

	<u>Federal</u>	<u>Non-Federal</u>
Complete Reconnaissance Study	\$48,500	None
Feasibility Study	\$84,000	\$84,000

**PRELIMINARY RECONNAISSANCE REPORT**

**PROPOSED ACCESS CHANNEL**

**BAR HARBOR  
MAINE**

**PLAN FORMULATION  
DESIGN AND COST ESTIMATES**

**JUNE 1987**

BAR HARBOR  
PRELIMINARY RECONNAISSANCE REPORT

PLAN FORMULATION

EXISTING CONDITIONS

As can be seen in Figure 1, Bar Harbor is located on the northeast shore of Mount Desert Island in the upper reaches of Frenchman's Bay. The downtown area with its mixed residential and commercial use centers around the harbor. Acadia National Park is the area's major tourist attraction and occupies most of the island's land mass.

Bar Harbor is protected from prevailing winds by Mount Desert Island to the south, small islands bounding the harbor to the north, and the Bar connecting the main island with Bar Island to the west. An existing Federal breakwater constructed from 1888 to 1916 extends southwest from Bald Porcupine Island to the vicinity of Cromwell Cove located south of the harbor. This structure protects the harbor from southerly storms.

Bar Harbor is home to a year-round commercial fishing fleet of about 40 boats ranging in size from 24-foot inshore lobster boats to 80-foot offshore draggers. An additional 6 charter boats, up to 110 feet in length, conduct fishing, whale watching and park tours. A passenger/auto ferry connects Bar Harbor with Yarmouth, Nova Scotia with a terminal located west of the Bar.

Land access is provided from U.S. Route 1 in Ellsworth, the county seat, via state Route 3. The Bar Harbor airport is located in the town of Trenton, on the mainland end of the causeway which carries Route 3 over the Mount Desert Narrows to the island.

PROBLEMS AND OPPORTUNITIES

The problems experienced by the commercial fleet at Bar Harbor concern access to the municipal pier and protection from easterly storms.

1) Depths at and approaching the pier vary from 5 to 8 feet below MLW. Vessels using the pier require greater depths. Tidal delays restrict pier access, reducing the efficiency of commercial operations. The number of charter tours must be adjusted daily around the tides. The larger craft frequently ground at the pier.

2) Easterly storms, particularly during winter months further restrict commercial activity. Vessels in winter use experience increased maintenance and repair costs. Southeasterly winds, in particular cause severe chop in the harbor, making pier use difficult and often delaying offloading and provisioning.

At a public meeting held in Bar Harbor on 24 July 1986, local officials indicated their desires for harbor improvements including; an access channel to the pier -12 feet MLW, dredging of a stepped anchorage with areas -12, -10 and -8 feet MLW back towards the Bar, and construction of a breakwater extending north from Hardy Point to protect the harbor from easterly storms.



At this preliminary stage, only the feasibility of the -12 foot access channel was examined.

#### PLAN FORMULATION RATIONALE

The problems described above relating to pier access, namely tidal delay and vessel grounding could be reduced or eliminated by dredging an access channel from deep water beyond Hardy Point to the municipal pier. Berthing area around the pier at a depth commensurate with that of the channel would also have to be dredged by local interests.

The existing fleet consists of 6 charter vessels up to 110 feet, 20 lobster boats up to 38 feet, 4 draggers up to 52 feet and 8 large offshore draggers up to 80 feet. The draggers and charter vessels require greater depth. The largest lobster boats only encounter access problems with monthly lowest low tides. Without harbor protection, wave heights averaging two feet will continue to be common. The harbor bottom is mixed mud, gravel and boulders. Probings conducted for the 1956 Survey Report indicate that no ledge will be encountered in the channel area at the depth being considered.

The design vessel draft based on the existing fleet's requirements was determined to be 7 1/2 feet. A two-foot allowance for wave height and one-foot allowance for vessel motion were considered adequate. An additional one-foot allowance for underkeel clearance was also incorporated. A -12 foot mlw channel depth was therefore considered. A 100-foot width was considered adequate based on an average beam of 18 1/2 feet and two-way traffic.

#### CONSIDERED PLAN

The considered plan consists of marking and dredging an access channel 100-feet wide by -12 feet MLW from deep water outside Hardy point approximately 1500 feet to the vicinity of the municipal pier. A turning basin would be dredged at the head of the channel in the lee of the pier, 150-feet wide by -12 feet deep. While only the final 400-feet of channel and basin require dredging, a jurisdictional channel must be marked through the anchorage out to deep water. The considered plan is show in Figure 2.

Approximately 13,600 cubic yards (cy) of mud, gravel and boulders would be removed by bucket dredge and scows. For the purposes of this analysis disposal was assumed to be an open water site to be located approximately 10 miles from the project site. An additional 2,300cy would be removed from locally dredged berthing areas adjacent to the pier.



BAR ISLAND

Breakers

foul

mud

gravel

boulders

Tanks

Ramp

CONSIDERED PLAN

15 Channel - 100 feet wide  
by -12 ft MLW

Turning Basin -12 ft MLW  
by 150 ft wide

BAR

WATER RESOURCES IMPROVEMENT STUDY  
BAR HARBOR  
MAINE  
CONSIDERED PLAN OF IMPROVEMENT  
FIGURE 2



TABLE 2  
COST OF CONSIDERED PLAN  
BAR HARBOR, MAINE

First Cost of Improvement

FEDERAL PROJECT

Dredging - Ordinary material*	
13,600 cy @ \$19.35/cy	\$263,000
Contingencies (25%)	66,000
Subtotal	\$329,000
Engineering and Design	16,000
Supervision and Administration	41,000
Subtotal	\$386,000
Aids to Navigation, U.S. Coast Guard	8,000
TOTAL - FEDERAL PROJECT	\$394,000

LOCAL BERTHING AREA

Dredging - ordinary material	
2,300cy @ \$24.20/cy	\$ 56,000
TOTAL - LOCAL PROJECT	\$450,000

ANNUAL COSTS

Federal Project

Interest and Amortization	
\$394,000 x 0.09003	\$ 35,500
Maintenance Dredging	
270cy x \$24.20/cy	6,500
Aids to Navigation	1,000
TOTAL - FEDERAL PROJECT	\$ 43,000

Local Berthing Dredging

Interest and Amortization	
\$56,000 x 0.09003	\$ 5,000
Maintenance Dredging	
50cy x \$24.20/cy	1,200
TOTAL - LOCAL PROJECT	\$ 6,200

Total Annual Cost

Combined Federal and Local Projects	\$ 49,200
SAY	\$ 49,000

\* Includes 3,600 cy overdepth

**PRELIMINARY RECONNAISSANCE REPORT**

**BAR HARBOR  
MAINE**

**ECONOMIC ANALYSIS**

**ECONOMIC AND RESOURCE ANALYSIS SECTION  
IMPACT ANALYSIS BRANCH  
U.S. ARMY CORPS OF ENGINEERS  
NEW ENGLAND DIVISION**

**JULY 1987**

Bar Harbor, Maine  
Preliminary Reconnaissance Report  
Economic Analysis

1. Study Area:

Bar Harbor, Maine is located in the northeastern section of Mt. Desert Island, in the upper reaches of Frenchman's Bay. Bar Island is located to its immediate north, with Sheep Porcupine, Burnt Porcupine and Long Porcupine Islands to the northeast of the harbor. Bald Porcupine Island is located southeast of Bar Harbor and is the site of a federal breakwater between it and Cromwell Cove.

Access to Bar Harbor is provided by Route 1 from Ellsworth, approximately 30 miles to the north.

2. Existing Conditions:

Bar Harbor is home to approximately 46 commercial vessels, including 7 excursion tour boats. The commercial fishing vessels range from 25 ft lobster boats to 70 ft. offshore trawlers. The excursion boats operate between 14 and 20 weeks out of the year, during the pleasant weather. The commercial fishing fleet operates out of Bar Harbor from about May 15 through November 1. During the remaining months the fishing vessels operate out of Northeast Harbor, which is about 15 to 20 miles south of Bar Harbor. All of the commercial fishermen mooring at Bar Harbor during the main season also live in the town.

A Federal breakwater was constructed between Bald Porcupine Island and Cromwells Cove in 1896. The last work done on the breakwater was in 1916. According to locals, work on this breakwater was never completed and its placement is too far out into the bay to provide the harbor with any substantial protection. The Harbormaster at Bar Harbor has said that the harbor really needs protection from the easterly prevailing winds which cause a constant undertow and severe chop in the harbor.

The main problem currently is the depth of the entrance channel. There are shallow spots in both the anchorage and the channel. The most severe shallow areas are close to the town pier, where several of the larger boats have grounded when attempting to unload their catch. The town of Bar Harbor plans to dredge these areas close to the town pier, in order to eliminate these grounding incidents, and provide the larger boats in the fleet access to the municipal pier.

3. Plan of Improvement:  
(From Project Manager)

Economic Benefits:

Benefits at the preliminary reconnaissance level of study are estimated using information obtained from local officials who are familiar with the harbor and its problems. This group includes the harbor master, local fishermen, members of the Harbor Committee, and excursion boat owners. Benefits result from the elimination of fishermen's lost time because of tidal delays, and damages incurred by commercial fishing vessels and excursion boats. Under a plan of improvement it is assumed that 100% of the lost opportunities and incurred damages associated with the present condition of the harbor would be eliminated. The current federal interest rate of 8 7/8% was used in this analysis.

Benefit Analysis:

Tidal delays - Labor time

Of the 39 commercial vessels operating out of Bar Harbor, 12 are affected by tidal delays. These vessels are medium and large draggers with loaded drafts of 5.5 ft and over. They are unable to leave or enter the harbor at low tide and experience off loading delays because of the shallow areas in the channel and near the municipal dock. Fishermens time is represented as the opportunity cost of labor on these occasions. The average hourly manufacturing wage for the state of Maine in 1987\* was used in the following calculations. At extremely low tides it is estimated that these vessels experience 3 hour delays, on 6 occasions per month, and each vessel has between 3 and 4 crew members on board.

\* The average hourly manufacturing wage was obtained from the State of Maine Dept. of Labor.

Calculation:

12 boats x 3.5 crew x 8.65 x 3 hrs. x 6 delays/mo. x 7 mos. =  
12 x 3.5 x 8.65 x 3 x 6 x 7 = \$ 45,776.

Grounding Damages:

Large commercial fishing vessels and excursion boats experiencing tidal delays also encounter occasional damage from grounding. It is assumed that one third of all boats with drafts of 5.5 ft or greater incur a cost of \$2500. in damage each year. This includes repaired or replaced propellers, lost lobster cages, and damage to miscellaneous fishing equipment.

Calculation:

Commercial fishing vessels  
12 x .333 x \$2500. = \$ 10,000.

Recreational/Charter vessels  
7 x .333 x \$2500. = \$ 5,828.

Total \$ 15,828.

Table 1  
Summary of Benefits for Bar Harbor

Tidal delays	\$ 46,000.
Grounding damages:	
Commercial vessels	\$ 10,000.
Charter/recreational	6,000.
Total	\$ 62,000.

**PRELIMINARY RECONNAISSANCE REPORT**

**BAR HARBOR  
MAINE**

**ENVIRONMENTAL CONSIDERATIONS**

**SEPTEMBER 1987**

**ENVIRONMENTAL RESOURCE SECTION  
IMPACT ANALYSIS BRANCH  
U.S. ARMY CORPS OF ENGINEERS  
NEW ENGLAND DIVISION**



## Preliminary reconnaissance report for Bar Harbor

### A. Environmental Report.

1. Project Location. Bar Harbor is situated on the upper reaches of Frenchmans Bay on the northern side of Mount Desert Island in Northeastern Maine. Bar Harbor gets its name from a coarse-grained intertidal bar which connects Bar Island with the town of Bar Harbor. Summer tourism and commercial fishing are two major industries in Bar Harbor. The harbor provides docking space for commercial fishermen and charter boats which regularly take summer visitors on whale watches and island tours.

Frenchmans Bay and the Mt Desert Island region is a relatively pristine environment. The fisheries resources of the area include various bottom fish, such as cod and haddock, pollock and deep sea scallops. The intertidal areas include clam and worm flats, gravel beaches, sand beaches. The surrounding islands are haven for nesting bald eagles and overwintering osprey. Migratory whales can be found offshore, while porpoises and seals frequent the inner areas of the harbor.

2. Project Description. The project under consideration can be divided into three incremental parts: 1) the dredging of a 12' channel and turning basin near the town pier, 2) the building of a breakwater to protect the harbor from winter storms and 3) deepening the harbor which would include some dredging near the bar.

3. Professional observations. Strong tidal flushing and storms have scoured the bottom of most of the fine material. Only 30% of the harbor bottom is sub-tidal mudflat (Lyle Over, Harbor Master, personal communication). U.S. Fish and Wildlife maps (1980) characterize the subtidal bottom as discrete patches of mud and coarse-grained material. Repeated efforts to obtain sediment samples with a 0.04 Van-Veen grab indicated that much of the bottom in the project area is rocks and cobbles. This was confirmed in discussions with locals. The biological community on the cobbly bottom is typical of rocky subtidal environments. Rocks were coated with coralline algae, bryozoans and hydrozoans. Typical grazers such as chitons and littorinid snails were found on the rocks. Numerous mussels, starfish and sea anemones are found throughout the project area.

Although the bar itself is mostly gravel and shell, there is mudflat area on both sides of the bar, which supports a healthy shellfish population. The U.S. Fish and Wildlife Service has characterized the bar and mudflat area as shorebird feeding area and intertidal flat important to waterfowl.

### 4. Professional opinions.

Because of the ecological, cultural and esthetic importance of the bar, the potential impacts of dredging operations on the biological community on the bar will require intensive sampling.

Marine mammals are protected under the marine mammal protection act. This act requires that a statement be prepared indicating that the work will not result in harassment of marine mammals.

Although Endangered species coordination was not done at this stage of the project, because of the presence of Bald eagles and whales in the area a section 7 consultation may be required concurrent with the preparation of the Environmental Assessment.

## 2. Information Sources.

The following information sources have been used or are available for future use for this study:

- a) Atlantic Coast Ecological Inventory. 1980. U.S. Fish and Wildlife Service.
- b) An ecological characterization of coastal Maine. 1980. U.S. Fish and Wildlife Service.

The following people have been contacted during the development of this report and should be coordinated with as the study progresses:

Mr. Malcom Richards, Maine Department of Environmental resources.  
Mr. Ronald Joseph, U.S. Fish and Wildlife Service  
Mr. Doug Beach, National Marine Fisheries (endangered species)  
Mr. Chris Mantzaris, National Marine Fisheries (habitats)  
Mr. Lyle Dever, Harbor Master for Bar Harbor.

## B. Specific Tasks

1) Reconnaissance. The results of the prereconnaissance effort indicated a heterogeneous bottom environment. The reconnaissance phase of this project will include the following aspects:

- a) coordinated site visit with local, state and federal agencies.
- b) sub-tidal sampling within the project area to quantify bottom types and determine the type of sampling needed to quantify the biological resources.
- c) intertidal sampling near the bar to evaluate the density of shellfish and the benthic macrofauna.

## 2) Environmental Assessment.

a) To evaluate the impact of the dredging the channel and turning basin, benthic sampling within the project area will be required.

b) A potential impact associated with the breakwater would be decreased current velocities in the immediate area resulting in local deposition of fine sediment. Benthic sampling in this area will be needed to assess the environmental impact of this proposed action.

c) The area near the bar supports a high diversity benthic community which is largely dominated by soft-shell clams. Intertidal benthic sampling will be required to assess the impact of dredging operations near the bar.

### C. Cost Estimates

1) Reconnaissance. We estimate that \$4,000 will be required for the reconnaissance phase. This will take care of travel costs to and from the project area, coordination with other agencies, a field survey, preliminary data collection, and input to the reconnaissance report and project fact sheet.

2) Environmental Assessment. It is estimated that \$15,000 will be required for the environmental assessment.

3) Total estimated environmental cost are \$19,000.

D. Approval of Schedule. Biological sampling for the reconnaissance must be done early in the fall before the water temperature begins to drop. Biological sampling for the environmental assessment must be undertaken in the spring.

**PRELIMINARY RECONNAISSANCE REPORT**

**BAR HARBOR  
MAINE**

**PERTINENT CORRESPONDENCE**

**JUNE 1987**

TOWN CLERK

JEAN T. BARKER



TOWN MANAGER

RICHARD M. PLANTE

## MUNICIPAL OFFICES

93 Cottage Street  
Bar Harbor, Maine  
04609

April 14, 1986

U. S. Army Corps of Engineers  
424 Trapelo Road  
Waltham, MA 02254

ATTENTION: Division Engineer

Dear Sir:

On behalf of the Town of Bar Harbor, I wish to request consideration by the New England Division of the Army Corps of Engineers for maintenance dredging in our harbor. In particular, the area of concern would appear to be that portion of the harbor lying generally south and west of the channel westerly of the Town pier.

To be more specific, boats using the harbor are encountering extremely shallow areas westerly of the pier. This condition worsens as you approach the bar which leads to Bar Island. In fact, it is probably safe to suggest that there is shallow water northerly of the channel, again because of the proximity of Bar Island and the bar. Navigation in this area is extremely difficult at low tide and many boats moored in this inner area find themselves too near the bottom to be able to move safely on extreme low tides.

The possibility of maintenance dredging in the harbor has been under consideration by the Town of Bar Harbor for the last couple of years. A more immediate need for such a project has developed as a result of a request by a local businessman to expand his operations in the harbor with the construction of a new pier facility. In this regard, I would call your attention to a letter dated 24 March 1986 addressed to Robert V. Collier of Bar Harbor and signed by Jay L. Clement of your Maine office, a copy of which is attached. Mr. Clement, in that letter, suggests that Mr. Collier consider dredging to decrease the extent to which the proposed pier would extend into the water. It is our contention that the problem extends far beyond the proposal submitted by Mr. Collier. We contend that the entire "inner harbor area" is in need of maintenance dredging, and that the limited dredging which would be required for Mr. Collier's proposal would not adequately serve the needs of the boating traffic using our waterfront facilities.

U.S. Army Corps of Engineers

-2-

April 14, 1986

We recognize that there are several steps which will be necessary before a decision can be made concerning a maintenance dredging project in Bar Harbor. In this regard, we stand ready to assist your office in every way possible.

Your serious consideration of this request will be appreciated.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "R. M. Plante", written in a cursive style.

Richard M. Plante  
Town Manager

RMP/cas  
Enclosure

cc: Mr. Jay L. Clement  
Mr. Joseph Ignazio

TOWN CLERK

JEAN T. BARKER



TOWN MANAGER

RICHARD M. PLANTE

## MUNICIPAL OFFICES

93 Cottage Street  
Bar Harbor, Maine  
04609

May 29, 1986

Colonel Thomas A. Rhen  
Division Engineer  
New England Division  
Army Corps of Engineers  
424 Trapelo Road  
Waltham, MA 02254

Re: Request for Dredging  
Bar Harbor, Maine

Dear Colonel Rhen:

This letter is to advise you that the Bar Harbor Town Council, at its regular meeting on Tuesday, May 20, 1986, voted to request the Army Corps of Engineers to investigate the feasibility of a dredging project in Bar Harbor in accordance with the provisions of Section 107 of the Rivers and Harbors Act of 1960, as amended. The Council also authorized the undersigned to file this request with your office.

Dredging of the harbor would be generally as outlined in a letter dated April 14, 1986.

We look forward to working with you on this matter.

Sincerely yours,

Richard M. Plante  
Town Manager

RMP/cas



NEDPL-C

REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
NEW ENGLAND DIVISION, CORPS OF ENGINEERS  
424 TRAPELO ROAD  
WALTHAM, MASSACHUSETTS 02254-9149

SUBJECT: Section 107 Initial Appraisal for  
Bar Harbor, Bar Harbor, ME

6 June 1986

CDR USACE (DAEN-CWP-E)  
20 Mass. Ave., N.W.  
Washington, D.C. 20314-1000

1. We have recently received a request asking for the initiation of a small navigation improvement study pursuant to Section 107 of the 1960 River and Harbor Act. The formal request is as follows:

Bar Harbor, ME - Letter dated 29 May 1986 from the town of Bar Harbor requesting improvements to navigation in Bar Harbor. A copy of the letter is enclosed.

2. A revolving fund account in the amount of \$7,500 has been set up for the completion of the initial appraisal to determine the need for a full scope Section 107 Reconnaissance and Detailed Project Study. Town officials are being notified of the establishment of the study fund account and that work will be initiated as soon as capability allows.

THOMAS A. RHEN  
Colonel, Corps of Engineers  
Commanding

Enclosure





DEPARTMENT OF THE ARMY  
NEW ENGLAND DIVISION, CORPS OF ENGINEERS  
424 TRAPELO ROAD  
WALTHAM, MASSACHUSETTS 02254-9149  
June 10, 1986

REPLY TO  
ATTENTION OF

Planning Division  
Coastal Development Branch

Mr. Richard M. Plante  
Town Manager  
93 Cottage Street  
Bar Harbor, Maine 04609

Dear Mr. Plante:

I am pleased to inform you that we have initiated a small navigation improvement study for Bar Harbor, Maine in response to your letter dated May 29, 1986.

The first step will involve making an initial appraisal to determine if further study of providing navigation improvements at Bar Harbor, Maine is warranted. You will be notified of our findings upon completion of the initial appraisal.

Should you have any questions, please contact the Project Manager, Mr. Raymond Korber, at (617) 647-8520.

Sincerely,

Thomas A. Rhen  
Colonel, Corps of Engineers  
Division Engineer